PORSF
11.3.31.5.1 V4

⑦ **CITY / COUNTY PLANNING DEPARTMENT AFFIDAVIT**
(to be completed by local planning official)

○ This project is not regulated by the local comprehensive plan and zoning ordinance.

○ This project has been reviewed and is consistent with the local comprehensive plan and zoning ordinance.

○ This project has been reviewed and is not consistent with the local comprehensive plan and zoning ordinance.

○ Consistency of this project with the local planning ordinance cannot be determined until the following local approval(s) are obtained:

○ Conditional Use Approval ○ Development Permit
○ Plan Amendment ○ Zone Change
○ Other _____

An application ○ has ○ has not been made for local approvals checked above.

Signature (of local planning official) | Title | City / County | Date

⑧ **COASTAL ZONE CERTIFICATION**

If the proposed activity described in your permit application is within the Oregon coastal zone, the following certification is required before your application can be processed. A public notice will be issued with the certification statement which will be forwarded to the Oregon Department of Land Conservation and Development (DLCD) for its concurrence or objection. For additional information on the Oregon Coastal Zone Management Program, contact the department at 1175 Court Street NE, Salem, Oregon 97310 or call 503-373-0050.

CERTIFICATION STATEMENT

I certify that, to the best of my knowledge and belief, the proposed activity described in this application complies with the approved Oregon Coastal Zone Management Program and will be completed in a manner consistent with the program.

Print/Type Name | Title

Applicant Signature | Date

⑨ **SIGNATURE FOR JOINT APPLICATION**
(REQUIRED)

Application is hereby made for the activities described herein. I certify that I am familiar with the information contained in the application, and, to the best of my knowledge and belief, this information is true, complete, and accurate. I further certify that I possess the authority including the necessary requisite property interests to undertake the proposed activities. I understand that the granting of other permits by local, county, state or federal agencies does not release me from the requirement of obtaining the permits requested before commencing the project. I understand that local permits may be required before the state removal-fill permit is issued. I understand that payment of the required state processing fee does not guarantee permit issuance.

Kenneth Weber | Director, Engineering SVS
Print/Type Name (coapplicant) | Title

K. N. Weber | 10/3/95
Applicant Signature (coapplicant) | Date

I certify that I may act as the duly authorized agent of the applicant.

Print/Type Name | Title

K. N. Weber | 10/3/95
Authorized Agent Signature | Date

Attachment A

Project Purpose and Need

The overall project purpose is to expand capacity and provide more efficient rail service to industries in South Rivergate. The current rail facilities are at capacity, while the needs of existing industries for rail service are growing. Over 150,000 rail cars per year, serving Terminal 4, Columbia Grain, Oregon Steel Mills and others, enter the industrial area through a single Union Pacific track. Businesses currently served by the rail have experienced substantial delays in service.

The proposed project will divert 30,000 rail cars per year, currently routed via the UP track through nearby North Portland neighborhoods. These cars would instead enter the industrial area using Burlington Northern track along N. Marine Drive. The project will also create a seamless interchange between BN and UP tracks, creating more access options for businesses in Rivergate. As a result, industry won't have to rely on a single access point, which may be blocked or damaged due to volume, derailment or other impediments.

No Action

The no project alternative would not accomplish the primary project objectives.

Logistics - - Delays in rail service would continue, as the needs of existing industries grow. Several industries near McCrum experience blockage of their properties due to the volume of trains entering south Rivergate in UP's existing line. The PUC has levied more fines against the rail companies at this neighborhood crossing than at any other in the state.

Currently, industries may experience a lengthy service interruption if the single track into the area becomes blocked or damaged due to a derailment. A second access point into Rivergate would allow service to continue in such a circumstance. The no-build option does not meet this need.

Without the proposed project, industries would switch, to some extent, to long haul trucking to transport goods to their destinations, increasing congestion in local and regional highway systems. The local road system in North Portland and Rivergate area cannot handle a significant increase in truck traffic without road widening, a major public investment

The no action alternative would lead to continued complaints about noise from some North Portland neighborhoods. Diverting some of the traffic that now must pass through those neighborhoods to an industrial area would significantly reduce noise impacts to those residents.

Cost - - Although no construction costs would occur with the no-build option, significant costs would accrue to shippers due to delays, increased fuel usage, blockage of business entrances, and higher trucking costs.

Environmental - - The no-build option would not achieve the positive impacts to air quality that the proposed project has. The Slough Bridge project will have two distinct beneficial impacts on regional air quality. The first benefit will be realized by allowing a shift from long haul trucks to rail. It is projected that 40% of the truck trips will have the opportunity to shift to rail with this project. Trucking is a less efficient, more energy intensive alternative to rail service, with consequent increase in air emissions. Without the project, virtually all future cargo growth would have to involve trucking.

The second benefit will arise from the ability of the proposed project to handle unit trains without breaking them up into sections for unloading and storage and reassembling them when they have been emptied. Without the project, two engines will spend 90 minutes disassembling cars prior to unloading and two engines will spend 90 minutes assembling empty cars into a unit train for transport back to the point of origin. With the project, this three hour process will be reduced to one hour for each of the approximately 5-10 unit trains entering the complex daily. The Rivergate rail project will allow full unit trains to be brought into Rivergate without being switched.

Portland is a non-attainment area for Carbon Monoxide and Ozone. This project will reduce air emissions, from both rail and vehicular traffic. The project has received funding from a Congestion Mitigation Air Quality (CMAQ) grant from ODOT, based on its positive impact to air quality. The project is consistent with State of Oregon efforts to reduce air emissions in the Portland area.

Alternative 1

Alternative 1 would cross the slough at the same location as the proposed project, and turn west into south Rivergate prior to the proposed wetland crossing. This alternative would fill no wetlands. However, it is not practicable for several reasons.

Logistics - - This alternative would cross N. Lombard at a very oblique angle near the intersection of North Lombard and Rivergate Boulevard. This would be an unacceptable safety risk, and would likely not be approved by the Public Utility Commission (PUC) or the City of Portland.

The Port does not own all of the property within this alignment alternative. Therefore this alternative would have unacceptable impacts to existing businesses located along N. Lombard. Buildings and businesses currently exist in what would be the right of way for this alternative, and would have to be condemned.

Finally, this alternative is not consistent with unit train operation for curvature and load to velocity ratio.

Cost - - This alternative would cost much more than the proposed alternative, including the costs of condemning or relocating businesses, and upgrading the intersection of the rail line at N. Lombard and Rivergate Boulevard.

Alternative 2

This alternative would extend the track along N. Marine Drive adjacent to Terminal 6 and cross Columbia Slough near Rivermile 0.2 This alternative would result in no wetland filling. However, it is not practicable for several reasons.

Logistics - - This alternative is not operationally practicable. Trains of various lengths would block T-6, a public facility, as they entered South Rivergate. T-6 currently averages 700 trucks per day, with 1200 to 1400 expected at full operational capacity. Blockage of T-6 would occur several times per day and would result in increased air emission as trucks idle to wait for trains to pass. Blocking truck traffic will also cause congestion on N. Marine Drive. The project would block access to Hyundai when trains come by, and bisect Honda car import facilities

This alternative would not achieve a major goal of the project - - an efficient interchange between UP and BN tracks. For instance, this alternative would not provide efficient service to Columbia Grain. Additional switching and idle time would be required to provide rail cars to this business. In addition, it would provide no service to most properties in Rivergate, as compared to the proposed alternative. This alternative is not consistent with certain unit train requirements for the degree of curvature and operational feasibility from T-6 South into south Rivergate yard.

Environmental - - Truck delays mean an increase in air emissions, and fuel consumption. In addition, this alternative would impact a larger riparian area along the Slough than the proposed alternative.

RAILROAD FILL AND BRIDGE PROJECT
ATTACHMENT A: EXISTING VEGETATION ON MITIGATION SITE
September, 1995

Vegetation on the west portion of the site:

Dominant species included:

bentgrass (*Agrostis* sp.)
downy cheat grass (*Bromus tectorum*, NOL)
filaree (*Erodium cicutarium*, NOL)
hare's-foot clover (*Trifolium arvense*, NOL)
knapweed (Centaurea sp.)
Queen Anne's lace (*Daucus carota*, NOL)
sheep sorrel (*Rumex acetosella*, FACU+)
Spanish clover (*Lotus purshiana*, NOL)

other species included:
common velvetgrass (*Holcus lanatus*, FAC)
horseweed (*Conyza canadensis)*
Canada thistle (*Cirsium arvense*, FACU+)
common thistle (*Cirsium vulgare*, FACU)

The wetland area on the east portion of the mitigation site contained shallow ponded water less than 1 foot deep. It was surrounded by a dense band of purples loosestrife. Emergent vegetation included creeping spikerush and marsh seedbox:

black cottonwood (*Populus trichocarpa* [*balsamifera*], FAC)
Columbia River willow (*Salix fluviatalis*, FACW)
creeping spikerush (*Eleocharis palustris*, OBL)
marsh seedbox (*Ludwigia palustris*, OBL)
purple loosestrife (*Lythrum salicaria*, FACW+)
red alder (*Alnus rubra*, FAC)
reed canarygrass (*Phalaris arundinacea*, FACW)

Attachment B

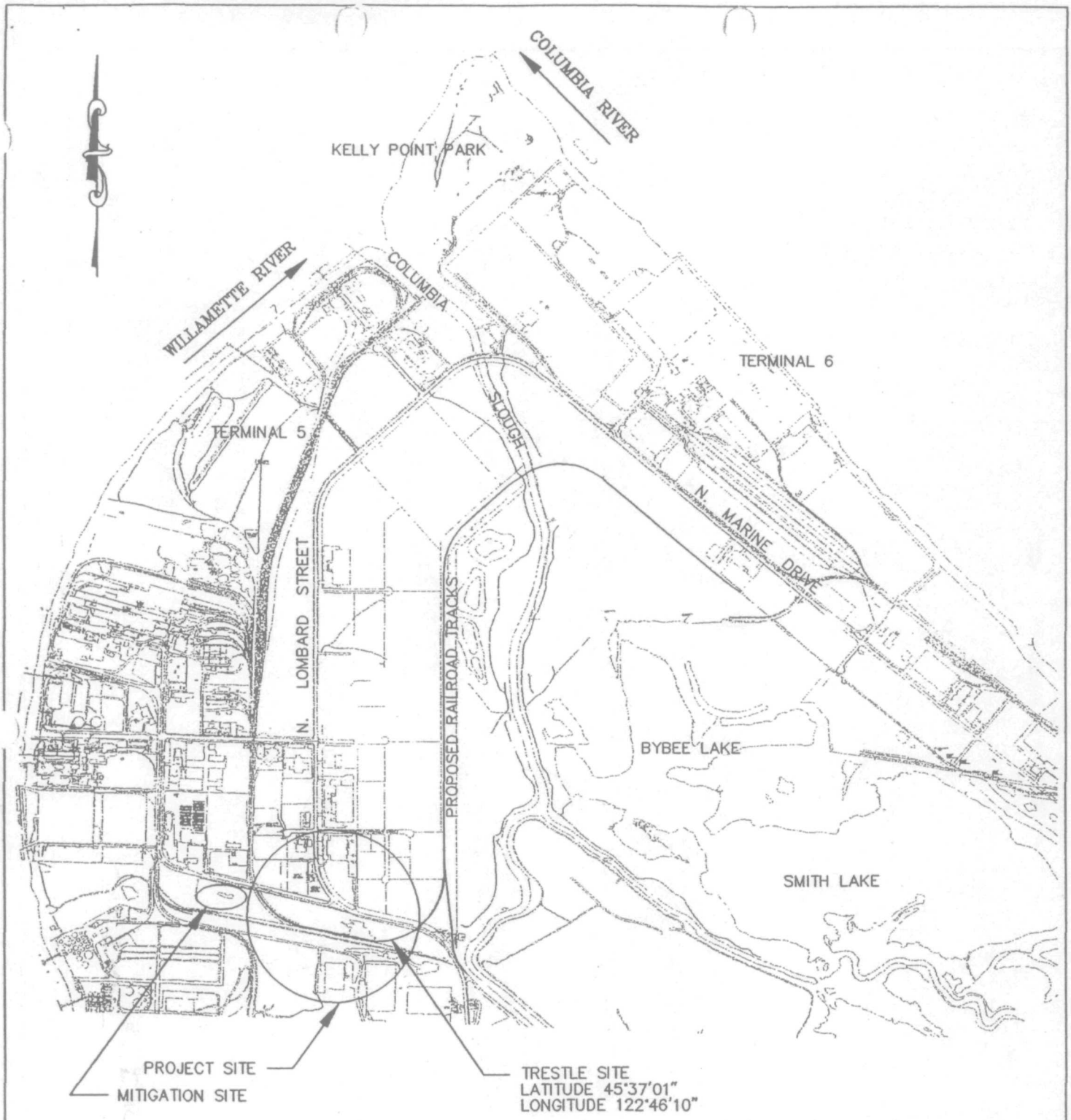
Resource Replacement Mitigation

Impacted wetland resources will be replaced by restoring wetland west of the impact site within the same drainage corridor (see figure, Sheet 1 of 4). Fill material will be removed adjacent to an existing pond-wetland area to restore wetland hydrology to an area of 1.3 acres, and enhancing surrounding upland habitat. This mitigation project will be an extension of a wetland mitigation project presently being constructed by the Port of Portland under authority of USACE permit 95-534 and ODSL permit RF-9836.

The western portion of the mitigation site presently consists of sand/rock fill with upland vegetation; the eastern portion has a central wetland area surrounded by uplands (see Attachment A for description of vegetation). The existing wetland on the mitigation site is a shallow pond containing submersed macrophytic vegetation bordered by a band of purple loosestrife and then willow. A high terrace of fill material along the south side of the pond transitions to an upland cottonwood forest. Forested areas are not a part of the mitigation plan and will not be disturbed during construction.

Wetland mitigation goals for this project are: 1) restore wetland hydrology by removing previously placed fill material; 2) establish emergent (PEM) wetland and scrub-shrub habitat using native Pacific northwest plant species. Wetland functions targeted for this mitigation project are to establish high-value wildlife habitat and enhance the corridor between the Willamette River and Columbia Slough. Existing fill material will be excavated to elevations appropriate for establishment of emergent and shrub wetlands. The planting plan for this project will be an extension of the mitigation plan for the previously referenced permit (Wetland Mitigation Plan for Wetlands Impacts Associated with Terminal 5 Development). The mitigation plan is illustrated on Figure 1, and plant materials and quantities are shown on the attached lists. A program to control weedy and invasive species will be undertaken at this site.

The mitigation will result in the restoration of 1.3 acres emergent wetland and establishing 1.1 acres shrub-scrub habitat on the mitigation site.



VICINITY MAP

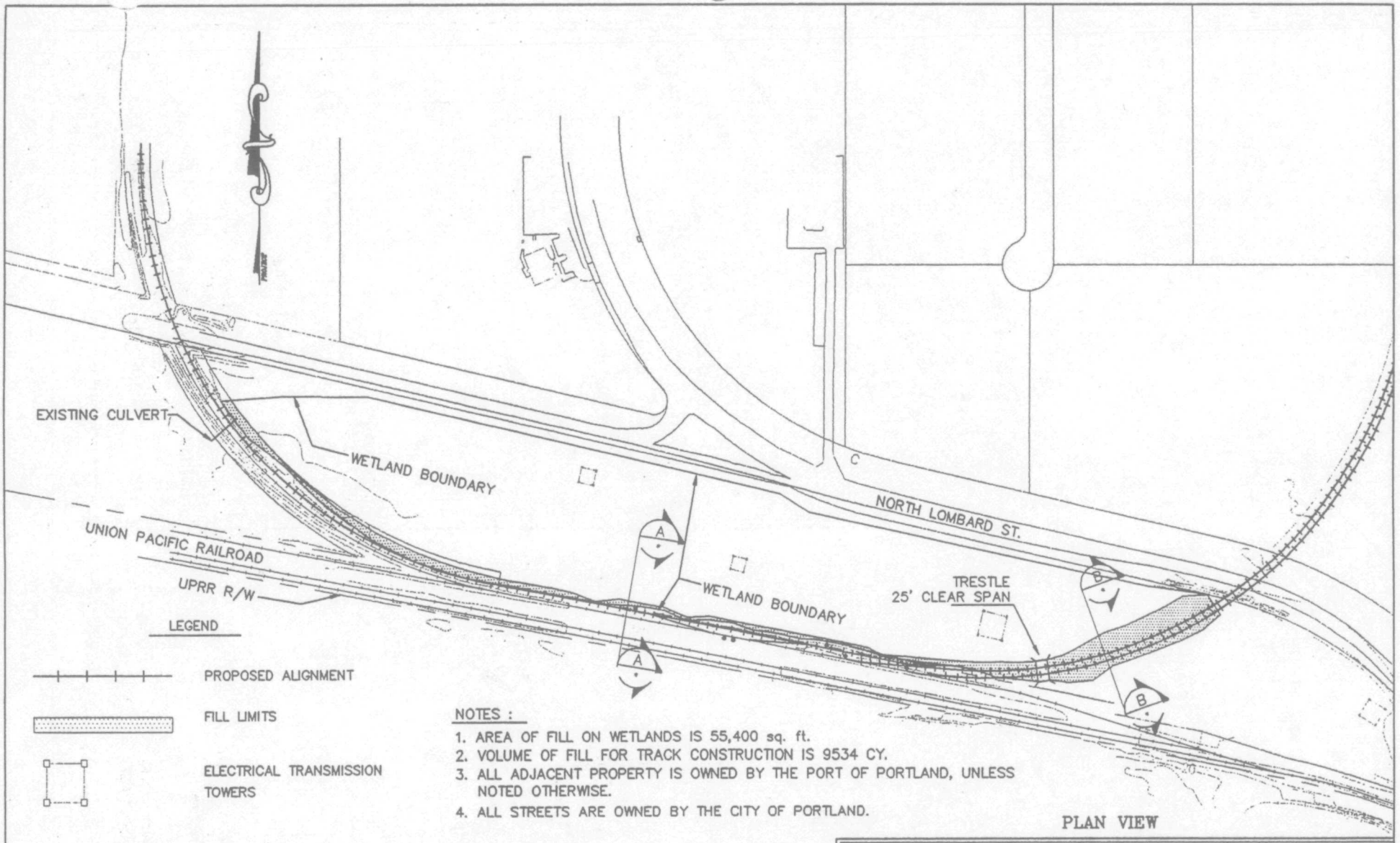
0 1000 2000 3000

VICINITY MAP TAKEN FROM PORT OF PORTLAND BASE MAPPING.

RAILROAD FILL AND BRIDGE
WETLAND
PORTLAND, MULTNOMAH COUNTY, OREGON
SEPTEMBER 1995
PORT OF PORTLAND

SCALE: 1" = 2000'

SHEET 1 OF 4



NOTES :

1. AREA OF FILL ON WETLANDS IS 55,400 sq. ft.
2. VOLUME OF FILL FOR TRACK CONSTRUCTION IS 9534 CY.
3. ALL ADJACENT PROPERTY IS OWNED BY THE PORT OF PORTLAND, UNLESS NOTED OTHERWISE.
4. ALL STREETS ARE OWNED BY THE CITY OF PORTLAND.

PLAN VIEW

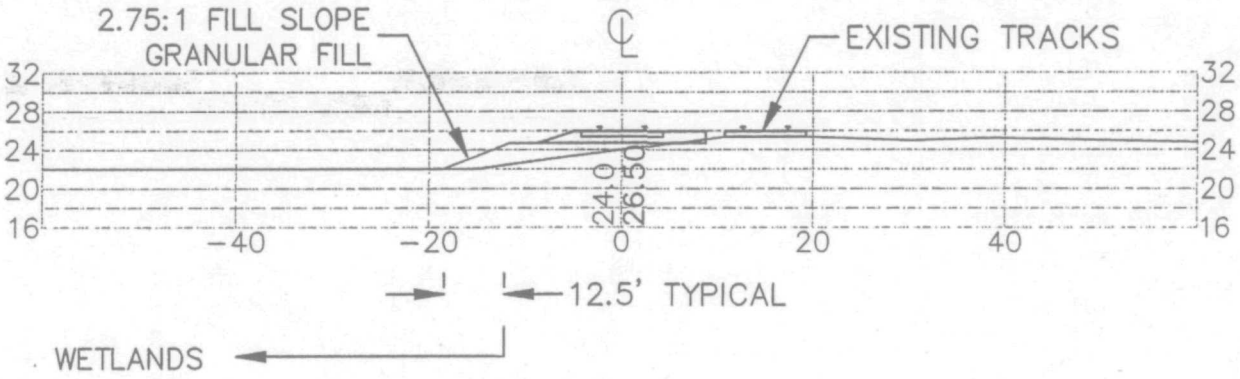
RAILROAD FILL AND BRIDGE WETLAND

PORTLAND, MULTNOMAH COUNTY, OREGON

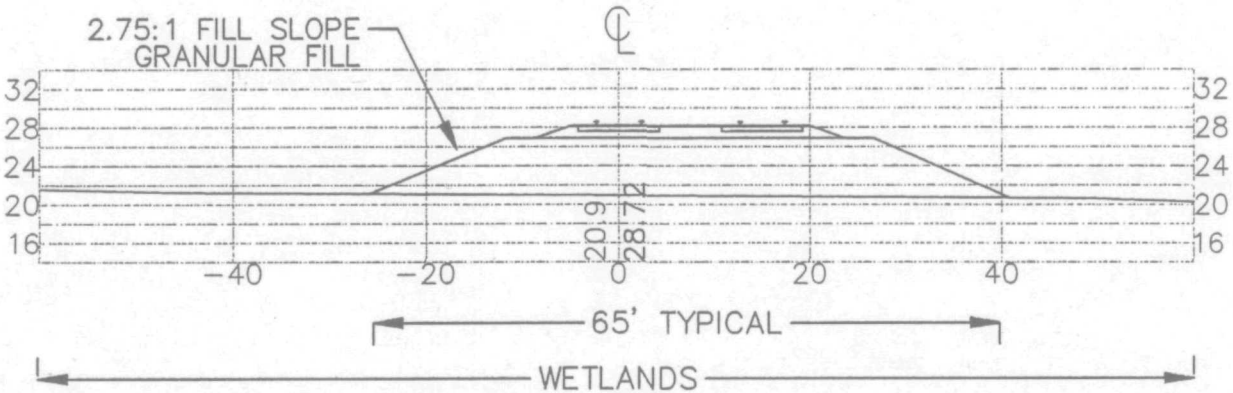
SEPTEMBER 1995

PORT OF PORTLAND

SCALE: 1" = 300'

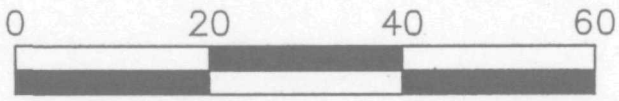


SECTION A–A



SECTION B–B

NOTE :
ALL ELEVATIONS REFER TO CITY OF PORTLAND DATUM.

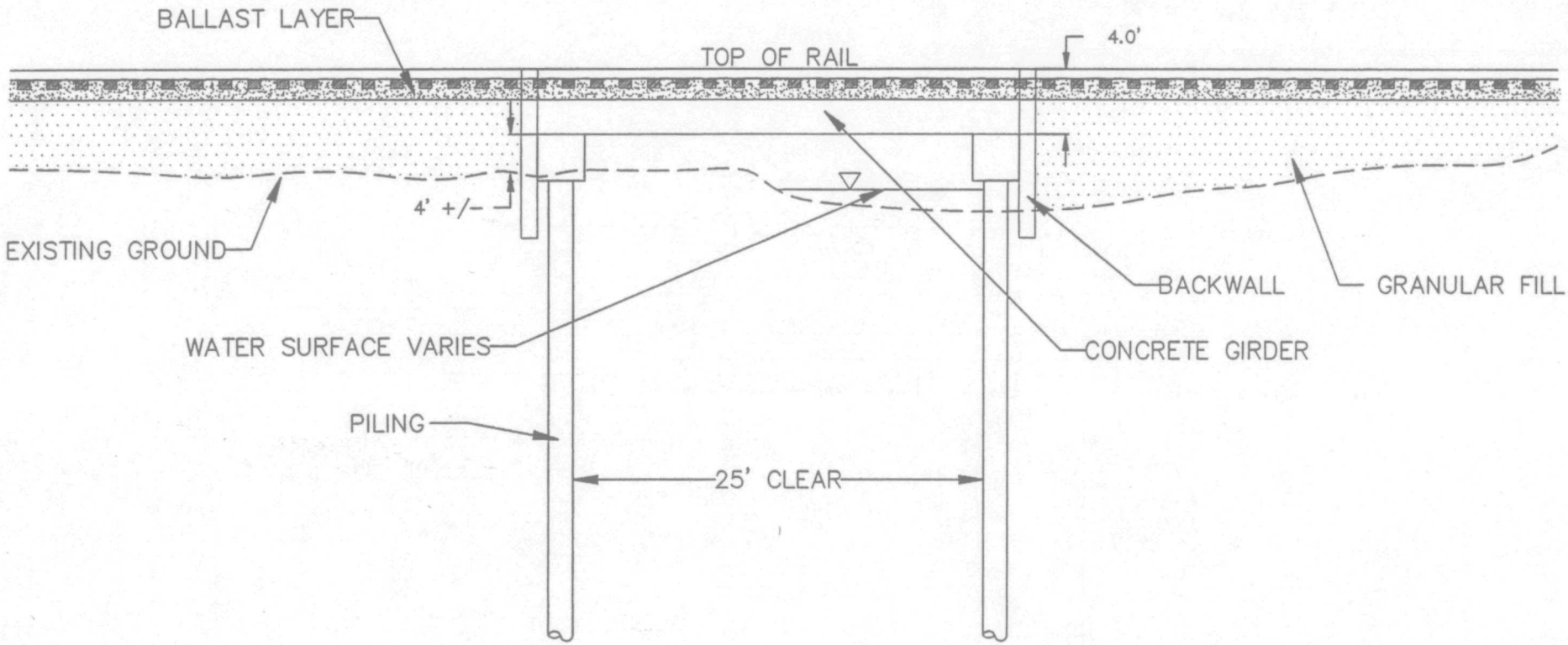


TYPICAL SECTIONS

RAILROAD FILL AND BRIDGE
WETLAND
PORTLAND, MULTNOMAH COUNTY, OREGON
SEPTEMBER 1995
PORT OF PORTLAND

SCALE: 1" = 20'

SHEET 3 OF 4



TRESTLE ELEVATION VIEW

0 10 20 30

RAILROAD FILL AND BRIDGE
WETLAND
PORTLAND, MULTNOMAH COUNTY, OREGON
SEPTEMBER 1995
PORT OF PORTLAND

SCALE: 1" = 10'

SHEET 4 OF 4